

THE CELEBRATED
BLAZ
MILWAUKEE
BEER
In casks of 10 dozen
Pints, \$28.00
SOLE AGENTS:
H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857.

THE
KING OF SCOTCH
WHISKIES
KING EDWARD VII.
LIQUOR GOLD LABEL
\$21.00 Per Dozen
KING EDWARD VII.
SPECIAL WHITE LABEL
\$17.50 Per Dozen.
SOLE AGENTS:
H. PRICE & CO.,
12, QUEEN'S ROAD.

No. 14,738 號 號 十三百七千四萬一第 廿二初月六年壹十三計光 HONGKONG, TUESDAY, JULY 4TH, 1905. 二拜禮 號四月七年五零百九千一英港香 PRICE, \$3 PER MONTH.

THE BLEND
VERY OLD LIQUEUR
SCOTCH WHISKY.
A. S. WATSON & CO.,
LIMITED.
WINE AND SPIRIT MERCHANTS.
ALEXANDRA BUILDINGS. [a1342]

CUTLER, PALMER
& CO.'S

"SPECIAL BLEND" WHISKY
A Blend
of Selected
Distillations of the
Finest Scotch Whiskies.
\$10.50 Per Case.

Apply to
SIEMSEN & CO., Hongkong. [a63]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per bag 250 lbs. net ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st March, 1905. [a1412]

A. LING & CO.,
FURNITURE STORE.
PLATED GLASS AND CROCKERY
WARE, &c., &c.; and FOOCHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [a222]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic feet of Cold
Storage available at EAST POINT. Stores will
be open at 10 A.M. and 4 P.M. daily, Sunday
excepted to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901. [a153]

DAVID GORSAE & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELLANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.

THE AMERICAN SYSTEM
DENTISTRY
DR. M. H. CHAUN.
37, DES VUEX ROAD CENTRAL, HONGKONG
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904. [a161]

AUTOMATIC MAUSER
PISTOLS.
CALIBRE 7.63 mm.
WITH CHAMBER FOR 10 CARTRIDGES
FIRING 10 SHOTS IN 3 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900. [a52]

LAUNCH WANTED.

WANTED to share a STEAM LAUNCH
for Harbour Work. Please state
terms, &c., by letter to—
"HARBOUR."
Care of Daily Press Office.
Hongkong, 30th June, 1905. [1558]

PURE FRESH WATER.

THE HONGKONG STEAM WATER
BOAT CO., LTD. is prepared to supply
ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.

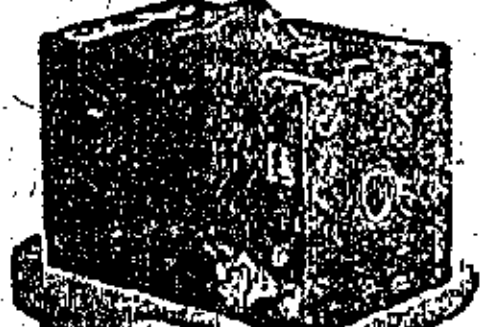
J. W. KEW,
Manager,
1st Floor, 37, Connaught Road
Hongkong, 14th June, 1905. [1433]

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS.
EXPORTERS AND CONTRACTORS.
Sole Agents of
QUAN TAI & CO., Lime Manufacturers.
All descriptions of
GRANITE AND MARBLE FOR EXPORT.
Dealers in
GRANITE AND MARBLE MONUMENT
Prices & Estimates on Application.
No. 1, QUEEN'S ROAD EAST.
Hongkong, 17th January, 1905. [101]

THE
LAHMEYER ELECTRICAL CO., LD.
LONDON
AND
ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.
W. LAHMEYER & CO., FRANKFURT A/M.
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a54]

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DEVELOPING  **GOOD WORK,**
AND PRINTING **PROMPT**
UNDERTAKEN. **RETURN**

UP-TO-DATE DARK ROOM
FITTED WITH ELECTRIC LIGHT AND FAN
AT THE DISPOSAL OF AMATEURS

LONG, HING & CO.,
PHOTO GOODS STORE,


'17, QUEEN'S ROAD CENTRAL.
Premises formerly occupied by Mr. F. BLURCK, Silk Lace Manufacturer.
NEXT DOOR to our former Address.
Hongkong, 15th August, 1904. [a39]

DR. MORSE'S INDIAN ROOT PILLS
CURE INDIGESTION AND ALL STOMACH AND
BOWEL TROUBLES.

W. H. COMSTOCK CO.
Gentlemen: I have used Dr. MORSE'S INDIAN ROOT PILLS for a case of dyspepsia
and indigestion of long standing, and about three-fourths of a box completely cured the trouble,
after several other popular remedies failed. I consider them worth their weight in gold.
Very truly,
D. E. WILSON.

WATKINS, LIMITED,
CHEMISTS AND DRUGGISTS,
AND
ABERATED WATER MANUFACTURERS.
(Crown Brand).
APOTHECARIES HALL, HONGKONG. [a58]

SUMMER DRINKS


HOCKS. WHITE WINES
AND
SAUMUR WINES
MIX EXCELLENTLY WITH AQUARIUS WATER.
CALBECK, MACGREGOR & CO.,
WINE & SPIRIT MERCHANTS,
15, QUEEN'S ROAD CENTRAL. [a37]
Hongkong, 4th July, 1905.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

	Per Case.
BRANDY * * * *	\$22.50
" * * *	20.00
" * *	16.75
WHISKY, PALL MALL -	20.00
" JOHN WALKER -	12.50
" C. P. & CO.'S SPECIAL BLEND -	10.50
PORT WINE, INVALIDS -	20.00
" DOURO -	13.75
SHERRY, AMOROSO -	20.00
" LA TORRE -	16.00
BENEDICTINE, D.O.M. -	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSEN & CO.,
HONGKONG AGENTS. [a54]

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

Year Book of Photography	\$0.90	FAULTLESS TENNIS BALLS.
Brassey's Naval Annual, 1905	13.00	WIGAND GOLF BALLS.
Russia in Revolution, by Paris	4.70	FOOT-BALLS.
In Old New York	6.80	LAWN BOWLS.
Polo Past and Present, by Dulo	10.50	HOCKEY BALLS.
Later Peeps into Parliament, by H. W.		PUNCHING BAGS.
Lucy	6.50	CROQUET.
Pontifex Book on Bridge	4.50	BADMINTON
Academy Pictures Parts 1, 2, 3, at 0.90 each		
Gorkey's Outcasts and Three of them ...	0.90	
The Danger Line, by Lawrence Lynch ...	1.75	
4th of the Cross, by Comander	1.75	
The Conscience of a King, by Gunter ...	1.75	
Smoking Flax, by Hocking	1.75	
Vanman and Sothorn's Madia Engineer- ing	2.70	
Sothern's Verbal Notes and Sketches ...	4.50	
The Russian Navy in the Russo-Japanese War, by Captain Klado	1.75	
Doctor Siler, by Barland	1.75	

CHUN SENG.

No. 39, QUEEN'S ROAD, HONGKONG. LATO OF 51, MAIN STREET, YOKOHAMA.
DRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.
ALL NEW GOODS IN STOCK.
A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.
Hongkong, 27th May, 1905. [a1299]

LANE, CRAWFORD & CO.

PIANO DEPARTMENT.

ESTABLISHED 55 YEARS.

LANE, CRAWFORD & CO. in order to meet an increasing demand for a REALLY
GOOD AND RELIABLE PIANO of English manufacture at a MODERATE PRICE,
have entered into a contract with a leading Maker to supply them with such an instrument.
THE PIANO HAS BEEN SPECIALLY MADE TO WITHSTAND THIS
CLIMATE and according to **LANE, CRAWFORD & CO.'S** design and suggestions, it has
the appearance and tone of an instrument worth double its value, has extended full metal frame,
trichord, has check action; all felts, cloths &c., are rivetted and sewn and also "poisoned"
against insects.
First shipment has now arrived in Ebony, Mahogany, Dark Oak and Fumed Oak cases.
PRICES \$390 \$425 \$450

LANE, CRAWFORD & CO.

Hongkong, 19th June, 1905. [a36]

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LD., DISTILLERS SINCE 1679.
3 Star, Special—The finest of all "Peg" WHISKIES at \$11.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at \$12.00
Stop drinking rank, Smoky Stuff, because "it comes through the nose."
Try HAIG & HAIG'S WHISKIES; pure, mellow, matured, non-smoky, delicate flavor
once tried, preferred to all others. Sole Agents for Hongkong:
F. BLACKHEAD & Co.
1248

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(NETSUI & CO.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
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Kuchino, Saigo, Maiduru Mike, Hakodate, Taipeh, &c.

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CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.
SOLE PROPRIETORS of the Famous Mikko, Tagawa, Yamato and Ito Coal Mines; and
SOLE AGENTS for Hokoku, Honjo, Kanada, Fujiyama, Manada, Manneru, Onoura Onaji,
Sasabara Teuboku, Yoshizotani, Yoshio, Yunkihara, and other Coals.
S. MINAMI, Manager, Hongkong.

KOWLOON HOTEL.

KOWLOON.

DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS
AND RESIDENTS.
BILLIARDS AND BOWLING. LAWN AND GARDENS.
JAS. W. OSBORNE, PROPRIETOR AND MANAGER. [138]

A. TACK & CO.

26, DES VUEX ROAD CENTRAL, HONGKONG.

FURNITURE, CROCKERY, GLASS & PLATED WARE.

JUST RECEIVED a large and select assortment of PHOTOGRAPHIC GOODS,
consisting of Eastman's Kodaks and Films, Iffed Plates and Paper, Johnson's Chemicals,
and cheap Magazine Cameras. Prices considerably reduced. [46]

RUINART PERE & FILS, REIMS.

Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 17th May, 1905. [1221]

REWARD OF \$5,000.

OFFERED by the undersigned for the
Arrest and Conviction of any person or
persons who are in the habit of SUGGESTING
large quantities of Opium into this Colony.
CHIN YOO HENG CO.,
Opium Farmers.
Hongkong, 20th June, 1905. [1478]

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Lining accommodation for 300 persons.
111 Bedrooms.
Elegantly Furnished Reception Rooms.
Private Bar and Billiard Rooms for Hotel
residents.
Hydraulic Lifts to each Floor.
Electric Lighting and Fans.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES,
Acting Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hote at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June 1905. [a1091]

CONNAUGHT HOTEL.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to the—
MANAGER.
Hongkong, 31st October, 1902. [a45]

CARLTON HOUSE

HOTELS.

No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the
Club Entrance and the Waverley Hotel
have been thoroughly renovated and furnished
in excellent style as Private Family Hotels.
Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.
Apply to—
THE MANAGER.
Hongkong, 7th October, 1904. [94]

VICTORIA HOTEL.

SHAMREIN—CANTON.

On the British Concession.

MACAO HOTEL.

MACAO, CHINA.

In the Centre of the Praia Grande.

Both Hotels under experienced European
Management.

Every Comfort and Convenience for Residents
and Tourists.

WM. FARMER,
Proprietor.

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 14 miles south-west of Hongkong
(one steamer (ss. Hongkong), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOAVISTA"
For Terms, apply
THE MANAGER.
[2411]

STENOGRAPHY AND TYPEWRITING.

T. C. SWABY

BEGS to announce that he has opened an
Office at 4, Queen's Road Central (1st
Floor), where he will be prepared to undertake
SHORTHAND and TYPEWRITING work.
All work will be executed promptly at Moderate
Charges.
A Class for instruction in PITMAN'S
SHORTHAND will be held daily (except
Sundays and Sundays); fee \$10 per month.
Individual Tuition by arrangement.
Telephone—No. 454.
Hongkong, 1st July, 1905. [1573]

INTIMATION

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS, DRUGGISTS,
PERFUMERS, &c.

WATSON'S PRICKLY HEAT LOTION
A RELIABLE AND EFFICACIOUS REMEDY.
Immediately relieves the irritation.

WATSON'S HOUSEHOLD AMMONIA
FOR THE BATH, TOILET AND HOUSEHOLD.

Promotes a healthy action of the skin, counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

WATSON'S CARBOLIC SOAPS
RECOMMENDED BY THE MEDICAL PROFESSION.

A. S. WATSON & CO. LIMITED.
CHEMISTS BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR.

THE HONGKONG DISPENSARY.
ALEXANDRA BUILDINGS.

[33]

NOTICE TO CORRESPONDENTS

Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.
No anonymously signed communications should be published.
On every extra copy of the Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Canton A.R.C. 6th Ed. Editor's P.O. Box, 33. Telephone No. 12.

MARRIAGE

On 27th June, at Shanghai, DONALD McALISTER to JULIA, widow of the late JAMES KENNAN, of Shanghai.

DEATH

On 24th June, at Hamburg, HERMAN SCHROETER, senior partner in the firm of Telge and Schroeter of Tientsin and Hamburg.

HONGKONG OFFICE: 14, DES VOGES ROAD. LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 4th, 1905.

LORD MUSKERR has always a watchful eye for the interests of British shipping; but his recent interpellation in the House of Lords with regard to the coastal trade of the Philippine Islands did not result in much encouragement for British shippers. His Lordship himself recognised the hopelessness of expecting any concession from the American Government; but used the case as a warning to British legislators in dealing with other places at which British interests are supposed to be threatened. He had in mind the question of wharfrage at Hankow, with which subject we have already dealt, and have no more to add than that Lord MUSKERR, as seems clear from the reply of the Marquis of LANSOWNE, was misled in supposing the cases to be on all fours, or even to possess any similarities. The wharfrage reserved at Hankow for British shipping is not the whole of the accommodation. It is a particularly suitable strip of the British bund, but cannot accommodate more than about four steamers at a time; and the fact that the McBair's steamer now owned by the Nippon Yusen Kaisha have been registered at Hongkong does not prevent the Municipal Council from giving British-owned, as well as British-registered, vessels the preference. In the case of the Philippines, British shipping has no such leg to

stand on. When the American Legislature was considering its Bill to exclude all but American and Spanish ships from the insular trade, the British Government urged their claim, under the most-favoured-nation clause of their treaty with America, to special consideration of the needs of British shipping. Spanish shipping was not excluded, because of the special Treaty of Paris, by which America undertook that Spanish shipping should enjoy equal advantages with American shipping in respect of tariff duties on Philippine imports. That undertaking was for ten years, and at the end of 1903, two years and a half hence, American shipping will have a monopoly. For in the matter of the British representations, the American Government replied that their obligations under the most-favoured-nation clause could not take precedence of a special treaty. As Lord LANSOWNE expressed it, it did not preclude America from "making, by treaty with another Power, for value received, special arrangements entitling that Power to exceptional privileges or advantages." This meant that the exception made in the case of Spain did not justify the British or any other claims to equality of treatment; and, as recently announced in a Daily Press telegram, there is no longer any hope of inducing the American Government to take any other view. Many who are interested in the carrying trade, believe that the extension of the American coastwise laws to the commerce between the United States and the Philippines, involving the carriage of all freight in American bottoms, will lead to a serious increase in freight charges, which, they say, may not improbably be doubled. As the new law does not come into force until July next year, and the favoured treatment Great Britain applied for could not be claimed, and would certainly be withdrawn, two and a half years later, when the Spanish agreement terminates, Lord LANSOWNE was of opinion that there was no reason to be seriously disappointed; that, in fact, the grapes, if not sour, were very small. This is no doubt a very philosophical way of regarding matters, but it might be carried too far. It seems clear that British shipping must lose its Philippine trade; but in the cases of the Marshall Islands, and the Canaries, there are openings for greater firmness. In the case of the former, Australia's threat to penalise German trade would undoubtedly help to make the German Government as amenable to reason as it has proved. In the case of Spain, which has decided to shut out foreign shipping from the Canaries, more information should be forthcoming before long. The visit of KING ALFONSO, and his reception, may make the Spanish Government's decision less adamant. If not, there is always the weapon of retaliation, and so far as we can see, the number of those willing to resort to such a step is increasing.

Some of the Tokyo papers calculate that Japan has to date spent 953 million yen on the war.

It seems almost certain that Russia has been financing the Dalsi Lama, who was last heard of at Kiakhta.

A Chinese paper at Shanghai announces that it will not publish any more American advertisements. This is a good move. It did not have many, and its self-denial should increase its Chinese business.

According to the Sincanpao, Viceroy Yuan Shih-kai thinks it necessary to establish telegraph corps in the armies under him and after due consultation with the Council of Military Reform he had ordered his armies to have twenty men from each circuit and place them under commander Chu Yü kang to study the necessary knowledge of a telegraph corps.

Mr. W. H. Taft, American Secretary for war, is reported to have spoken in favour of relaxing the restrictions on Chinese immigration. The *Cabaret* says:—Undoubtedly Taft will bring down on himself the bitter enmity of those fanatics of the West who now seek to bar not only all Chinese, profession or wealth apart, but to exclude Japanese also. This crowd is led by the *San Francisco Chronicle*, whose editor, Mr. H. J. Young, has no concern but to further his desire to be senator from California and who hopes to curry favour with the working men by his insane campaign against the Japanese.

To-day being the American Independence Day, Mr. J. W. Osborne of the Kowloon Hotel will be "at home" from 5 to 8 p.m.

Return of visitors to the City Hall Library and Museum for the week ending the 2nd July, 1905.

	Library	Museum
Non-Chinese	297	334
Chinese	112	1,553
Total	409	1,887

A game of base-ball will be played (weather permitting) to-day (July 4th) at 4.30 p.m. at the football grounds at Happy Valley. A team from the U. S. S. Callos will compete with a picked team of Americans and Englishmen in Hongkong; and a very interesting game is expected. Those in Hongkong who have never seen the American game of base ball should avail themselves of this opportunity.

While working on the framework of the third story of the new house which is being erected in West Street, a coolie on Sunday fell through the verandah to the basement below, a distance of 33 feet. He was picked up d ing some hard swearing it is alleged, and taken to the Tung-wah Hospital, where it was ascertained that his injuries were slight. A few stitches were put in his nose, and he was discharged, little the worse for his terrible fall.

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO"]

REVELATION OF CHINESE METHODS.

The Viceroy has given strict orders to reform the arrangements of the guard boats, which have hitherto been managed in a lamentable manner. They were insufficiently manned, and lacked arms and ammunition, so that they were unable to check the pirates, who took no notice of them and attacked passing vessels even in their presence. When the report of the attacks of pirates gained admission to their ears, instead of hastening to the scene and offering opposition, they quickly made their way to some place and concealed themselves. If one knows thoroughly the affairs of the guard boats, he does not wonder that they behave in such a manner, because the officers who take charge of the guard boats are subject to heavy squeeze by their superiors, who pay them only a small amount of money monthly which is really insufficient to keep a crew of more than three people. The officers in charge of the guard boats are, therefore, obliged to make squeeze-to, by selling the ammunition which they get from their principals and engaging generally two sailors who, being poorly paid, are generally beggars or bad characters. If an inspection is to be held by some high officer, they will engage some coolies, paying them ten cents each for the hour, and if coolies are not to be obtained quickly enough, a few boat-women can be made to suffice by wearing the uniform and helmet.

KWANGSI RIOTS AGAIN.

It is reported that riots in the prefectures of Lan and Hing are again breaking out, and the rioters have commenced to make attacks on the villages, and persuaded the people to join hands with them. An Imperial order has been wired to Viceroy Sham telling him to stay in Canton to take steps to root out the robbers and pirates of the province of Kwangsi, leaving the Governor of Kwangsi to exert his utmost to suppress the riots.

OFFER FOR WHAMPOA DOCKS.

A merchant has sent a petition to Viceroy Sham asking to be allowed to make use of the docks in Whampoa, which have been abandoned for a long time. He wants them to repair vessels, etc., and offers to pay a rent annually to the Government. Viceroy Sham has taken the application into favourable consideration, and has ordered a deputy officer to make a careful enquiry into the matter.

JAPANESE MEDICAL COLLEGE AT CANTON.

Viceroy Sham proposes to establish a foreign-trained medical college in Canton, for he, who had been ill for a long time, was at last cured by a foreign doctor, the Chinese doctors, many of whom had been engaged, being unable to restore him to health. He has sent a despatch to the Chinese Minister in Japan asking him to approach the Japanese Government to obtain the services of a Japanese doctor as superintendent of the college. The Japanese Government has recommended the Japanese doctor in Canton to the situation, but the Japanese doctor declines to accept the appointment and has recommended one of his friends.

THE PLAGUE.

If the rains do not come soon, the comparatively low plague returns promise to swell to former dimensions. For the week ending July 1st, there were 25 cases and 22 deaths. During the ensuing forty-eight hours (or up to noon yesterday) there were nine more cases, five of which are marked "dead." That brings the total to 212, with 194 recorded fatalities. Of the more recent cases, one was found in a fishing junk in the harbour, one in a matchbox, and another lying in the street (apparently in a ricksha at Kowloon). As the number of the rickshas was taken, the vehicle has, no doubt, been subsequently cleared and disinfected.

The return of communicable diseases other than plague has little significance. There were (during the week) two deaths from enteric fever (one European); and a fatal (Chinese) case of small-pox.

RAILWAY PROGRESS IN COREA.

A Seoul report states that the Seoul-Fusan railway is transferring its head office to Seoul. A Tokyo correspondent of the *N. C. Daily News* says that this probably implies that preparations are on foot for a trans-Corae railway on the basis of the Seoul-Fusan, Seoul-Wiju railways.

TELEGRAMS.

[“DAILY PRESS” SERVICE.]

THE MUTINY AT ODESSA.

LONDON, 3rd July.

The crew of the Russian battleship *Georgi Pobiedonosetz* have joined the crew of the *Kniaz Potemkin* in their mutiny; and both ships are preparing to fight the authorities.

The report that the latter had surrendered was not true.

Fearing the spread of the revolt, the Russian naval authorities have disabled the other vessels!

The *Georgi Pobiedonosetz* (George the Victorious) is a ten-thousand ton ship, built at Sevastopol in 1892.

CHANGE OF ADMIRALS.

LONDON, 3rd July.

Rear-Admiral Sir Wilmot Hawksworth Fawkes, K.C.V.O., commanding the Cruiser Squadron, succeeds Vice-Admiral Sir Arthur D. Fanshawe, K.C.B., as Commander-in-Chief of the Australian Station.

[REUTERS’ SERVICE.]

THE ODESSA MUTINEERS.

LONDON, 1st July.

The correspondent of the *Daily Mail* wired on the 1st instant that, in spite of the announcement made by the authorities that the *Kniaz Potemkin* had surrendered, he is informed on reliable authority that she has been joined by the battleship *Georgi Pobiedonosetz*. Both these ships are now using search lights in the harbour as if expecting to be attacked by the remainder of the squadron, which is fifteen miles distant.

The mutiny at Liban has been quelled.

There was no fighting at Odessa yesterday.

THE STRAITS DINNER.

LONDON, 1st July.

Mr. Carnegie Brown, presiding at the Straits dinner, urged an adequate representation of Crown Colonies at the Imperial Councils. He said the Straits had a claim to be heard, as it was their mission to maintain British supremacy in the eastern seas.

THE WAR.

[“DAILY PRESS” SERVICE.]

NEW JAPANESE LOAN.

LONDON, 3rd July.

M. Takahashi, the Japanese Financial Agent, has announced the placing of a new loan of £30,000,000 on London, New York, and the Continent. It is believed that it will be issued at ninety, and that the rate will be four and a half.

THE PLENIPOTENTIARIES.

LONDON, 3rd July.

Japan has nominated M.M. Komura and Takahira as its plenipotentiaries. Russia has named Rosen and Muraviev. These gentlemen are appointed with full power to conclude a treaty of peace.

[REUTERS’ SERVICE.]

ANOTHER INTERNMENT.

LONDON, 1st July.

The Russian cruiser *Terek* has been disarmed at Batavia.

STREET FIGHT AT WANCHAI.

Alleged to be influenced by frequent draughts of rice spirit, Kumura, a Japanese, became pugnaous at Man Ming Lane, Wanchai, on Sunday night, and "flooded" several coolies. A number of coolies, armed with bamboo, took the offensive and gave the Japanese more than he had given the coolies. A lunking desperado led the crowd and attempted to arrest the Japanese, who, however, easily overthrew him. P. C. Hynes had better success. Kumura was charged before Mr. G. N. Orme at the Police Court yesterday with disorderly conduct, with damaging property, and with assault. His Worship considered that the defendant had suffered most in the fray, and let him off with a fine of \$5 on each charge.

SUPREME COURT.

Monday, 3rd July.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (JUDGE).

LEUNG TAN Y. THE YEE CHUN WA FIRM.

In this action Mr. R. A. Harding appeared for the plaintiff and Mr. P. W. Goldring for the defendant. It was a claim for \$267.53 and costs, balance due on account of gunny bags supplied.

His Honour—The amount has been paid into Court.

Mr. Goldring—The amount was paid in to stay the proceedings. There was to be a cross action.

His Honour—You have admitted your liability.

Mr. Goldring—No, My Lord.

His Honour—It was because you were going to bring a cross action, which you have not done.

Mr. Goldring—I was going to bring a cross action when the things came back from Newchwang. The money was paid into Court because you made this a term for postponing the action.

His Honour—No, because you were going to bring a cross action.

Mr. Goldring—The goods delivered were not according to sample. We paid for them before they arrived at Newchwang. I am going to bring a cross action for the return of the money.

His Honour—You cannot bring an action for the return of the money till you have paid it.

Mr. Goldring—I have paid a good deal, I never would have paid the money into Court if I had known this.

His Honour—I think I can only give judgment against you, and you can apply for an order to stay execution.

Mr. Goldring—I am willing to contest this case now.

His Honour—I do not see how you can say on the one hand "Yes I owe this money" and on the other say "No, I do not." Yours is not a cross action, but a claim for damages.

Mr. Goldring—I should like to have these two cases tried together; my man has been away a good many weeks.

His Honour—He may be away a good many more weeks.

Mr. Harding—This is the seventh occasion that this has been before you.

Mr. Goldring—I submit you cannot decide this action.

His Honour—I submit you cannot deny the debt; you had better not put your man in the box. It is quite certain you have made a mistake; you must have misunderstood me.

Mr. Goldring—Will you stay execution till the original action?

His Honour—No, for a fortnight; and grant an extension if there are reasonable grounds.

KING ON TONG V. THE HING LEE FIRM.

Mr. R. A. Harding appeared for the plaintiff, and Mr. O. D. Thomson, for the defendant, who carry on business as ship compradors at 39, Des Voeux Road; \$500 being the amount of share money repayable by the defendants to the plaintiff on the 7th June, 1905, under an agreement signed by the defendant on the 28th March, 1905.

The plaintiff explained that in the defendant shop there were four partners including himself, Leung Lai Chuen being the managing partner. Having previously received a communication, plaintiff went to the defendant firm on the 16th September, 1904. Leung Lai Chuen said the business was doing well, and plaintiff agreed to join it as a partner. He subsequently, on the 17th September gave \$500 to Wong Fai Ting, accountant in the defendant shop, for him to give to Leung Lai Chuen, partnership money. In giving a receipt Leung Lai Chuen put down plaintiff's wrong name, and plaintiff got him to correct it. Then the plaintiff went to the country for a short time, and on his return went to the defendant firm and asked Leung Lai Chuen for the partnership book. He did not get a partnership book before that, so went for one. Leung Lai Chuen did not give him one, because, as he said, the shop affairs were not settled. Plaintiff subsequently applied for a balance sheet, but Leung Lai Chuen said it was not ready. Plaintiff waited a week and then asked again, and, not being shown any balance sheet, said he would not be in the business. All the partners were then present, and when plaintiff spoke about his capital the other partners said they would take over his share from him. Plaintiff agreed to that and it was arranged that the amount should be paid back on the 7th June, a stamped document being given to that effect. On receipt of this document plaintiff returned Leung Lai Chuen his receipt. On the 8th June plaintiff went and applied for the money, but Leung Lai Chuen said he would not have it for a few days. Plaintiff later sent a registered letter, receipt for which was produced. Plaintiff said he received no answer.

Mr. Thomson said that this had never been received.

Cross-examined, plaintiff said he bought goods for customers in the country. His father, who died ten years ago, owned a pawnshop, which was now shared by himself and his brothers. His salary from this was \$5 per month, and profits were divided every year. His father was named Chay Kin Tung, and plaintiff's name was Chay Kin On. He called himself King On Tong so that his brothers would not recognise him. The property was not yet divided. There were no other members of the King On Tong, a name invented by himself, his brothers being members of the Tan Loong Tong. Plaintiff

called himself King On Tong to separate himself. The father left about \$30,000, the \$500 being part of that, \$500 out of his share of the yearly divisions.

Mr. Thomson—I admit we had the money and gave a receipt for it, but we did not get the money from this man.

Mr. Harding called Wong Fai Ting, the accountant. This man had left the defendant shop.

The case was adjourned.

EUROPEAN OPIUM SMUGGLER FINED.

Europeans landing from the river steamers may have to submit to the inconvenience of being searched by excise officers for illicit opium, now that a European has been caught and convicted. It has been a common opinion with a certain class that the illicit opium traffic would pay Europeans, who were not so closely watched. They have not escaped observation, however. George Gray, who describes himself as an American merchant, has for some time been suspected of bringing opium into the Colony without the permission of the opium farmer, and as the result of a long surveillance Mr. G. Hogarth, Chief Excise Officer, on Saturday night arrested Gray and a Chinaman named Leung Yee, compradors to the Tai Wo firm of No. 8 Queen's Road, at the foot of St. Francis Street, and told them that he wished them to accompany him to the Police Station, as they were possessed of illicit opium. The European indignantly denied the accusation, and stated that no person would arrest him without a warrant, neither would he submit to being searched. Mr. Hogarth advised him to go quietly to the station, but as he refused, a constable was called, and accompanied by the Chinaman, he was taken to No. 2. It is stated that on the way the native made several attempts to throw away the opium in his possession. On arrival, a search was made, and Leung Yee was found to have one tael of opium on his person while Gray was possessed of two taels and seven mace.

The European, on being informed that he would be detained, and a warrant applied for to search his house at Bauwafong, at first stated that he had no opium on his premises, but on the Excise Officer's informing him that he knew for a fact there was a large quantity there he admitted that he had about 20 taels, and handed over his key to the police, who, accompanied by Mr. Hogarth, made a search of the premises and found this amount, together with the paraphernalia for preparing.

The men were charged before Mr. G. N. Orme at the Police Court yesterday with being in possession of illicit opium.

Gray informed His Worship that he was an opium smoker, and as he had an opportunity of buying it cheaply at Canton, he availed himself of it and brought the opium here preparatory to taking it to Poochow, at which port he was going to reside, and where it was difficult to buy the luxury.

Mr. Hogarth pointed out to His Worship the gravity of the charge, and stated that the European was in league with the native in this illicit traffic, through which the opium farmer was losing heavily. He asked the Magistrate to inflict a heavy penalty.

His Worship considered the charge a very serious one and fined Gray \$500, or the alternative of three months' imprisonment. Leung Yee was ordered to pay a fine of \$75, the alternative being six weeks' hard labour.

EUROPEAN THREATENED WITH THE STOCKS.

Charles ("Paddy") Doyle, an habitual offender of the beachcomber class, who has been a nuisance to the Hongkong police for the past four years, made his seventh appearance at the Police Court yesterday, when he was placed before Mr. G. N. Orme on a charge of obtaining a suit of clothes valued at \$6 by false pretences from No. 9A Praya East. He pleaded guilty in a very contrite manner, and His Worship, before sentencing him to three months' hard labour, informed him that if he again appeared before the Court he would probably get a term in the stocks.

JEWRY IN AMERICA.

American Jews are preparing elaborate plans for a very interesting anniversary—the 250th anniversary of the first landing of Jews in America. The first Hebrew colonists arrived in New York in November, 1654, in the bark *Santa Catarina*, from Brazil; which was then a Portuguese possession. The little band consisted of 27 men, women, and children, and Peter Stuyvesant, the then Dutch Governor (New York was not captured by the English till 1664), was not inclined to give them their full rights. Three of the colonists addressed a petition to the patrons of the West Indies in Amsterdam, which resulted in the privileges "to live, trade, and travel" within the domains of the Company being granted by proclamation the following year.

THE CANTON-KOWLOON RAILWAY.

The explanation of the dissatisfaction amongst the Chinese in Canton at the intention of a British Company to construct a railway between Kowloon and Canton is that they think since the line will enter Chinese territory, it should be built by a joint association of British and Chinese capitalists. In view of this a memorial was presented to the Waiwun claiming these rights for Chinese, with the result that the Ministry has been having a correspondence with the British Minister on the subject. The *N. C. Daily News* now understands that Sir Ernest Satow has informed the Waiwun that he is willing that the proposed joint company shall construct as a concession of the line from Kowloon a distance of at least twenty-five statute miles from Canton city, the remainder of the line to Kowloon to be constructed and owned solely by the British Company.

CORRESPONDENCE.

TO THE EDITOR OF THE "DAILY PRESS."
SHANGHAI V. HONGKONG.

Hongkong, 3rd July, 1905.

Sir,—British whose lot is cast in the treaty ports often wish that their Government had taken over the ports instead of accepting only extrajurisdictional rights. This is especially the case with those resident in Shanghai. They, thinking that Hongkong being a free port, free from the five per cent. duty and all the incidental troubles that passing cargo through the customs entails, well known to those who have done so, imagine that the cost of living must be cheaper here. Great is their surprise to find that such is not the case. In fact, articles may be purchased cheaper in Shanghai, where the five per cent. has to be paid, than in duty free Hongkong. A case of a well known brand of whisky is \$1.15 in Shanghai and \$1.40 in Hongkong. Gas is \$1.75 for high in Shanghai and \$1.50 for heating or power; in Hongkong it is \$2.75. At both places the service is in the hands of a public company. Electricity under Municipal management is supplied at 14 taels cents, or roughly 18 to 19 dollar cents, a unit for lighting; for power it is 7 taels cents—\$10 cents. In Hongkong under a public company the prices are 30 and 25 cents, respectively.

Rents are equally as high in Shanghai as in Hongkong, but there the government is run on purely business lines, under the supervision of the best business men that the Settlement contains. No one who has been in the East and has rubbed shoulders with the consular service, not only the British but of all other nations as well, but has come to the conclusion that the British Government officials are without doubt the most honest in China and would not dream nor insinuate that they need their positions for their own aggrandisement. At the same time, I think, all will acknowledge that they, as a rule, are not gifted with an extraordinary abundance of business acumen. The price of living has been forced up in Hongkong largely by the interference of junior government officials who have fads and do not consider the effects of enforcing these fads. With a municipal council the surplus energy of these young-terrs is kept within proper bounds. The Shanghai Municipal Council undertake practically the same duties as the Hongkong Government, except the judiciary and postal, police, sanitary, road cleaning and extension, besides the execution of Municipal building going in their hands. The current expenses are defrayed from a ten per cent. tax on the rent of the house. The extraordinary expenses are met by loans at a rate of six per cent. Future generations will benefit by the improvements made, so that it is only fair that they should pay their share. It appears to me that the present residents of Hongkong are paying for those who will come after them. This is not only unjust but shows a lack of knowledge of Chinese character. The press are now forced up, and the Chinese guilds will take care that they are never allowed to come down again. Apologising for encroaching on your valuable space.—I am etc.

M. H. W. [Shanghai-lender.]

*This is not so. Ed.

THE AMERICAN BOYCOTT.

AT PADING-FU.

There has been considerable agitation of the American exclusion question at Pading-fu recently. The question came up first by a placard being posted throughout the city headed by large characters "Look quickly." The contents of the placard were that America had strict legislation against all classes of Chinese, and that though difficult to enter the country, when once there these Chinese were treated as animals and not as men. And for this reason Chinese should not use anything coming from America. The next morning none of the placards could be found in the city—officially they were taken down by order of the police. Since then there have been posted up native newspapers urging the people to use nothing coming from America. This is being carried out in various ways. A friend having visited the camp noticed Chinese officials looking closely at the ci-arrestes offered to them lest they might bear an American mark. The Manchou General wishing to take out a life insurance policy, refused to have the insurance written because it was issued by an American. How Chinese all this! Of course no one up here can tell who is at the bottom of all this agitation. There is one fact, America has closed out Chinese labour, and very justly; to protect her own labour, but this fact has not caused all of this stir.

When America is represented as treating Chinese as animals, they should remember how Chinese are compelled to draw agricultural implements such as plows, drills, &c., and run like ponies in the streets with carriages. No such treatment of Chinese or any men can be found in America. Chinese students find it difficult to enter America simply because their own officials, for a compensation, have sworn that labourers were students—and having been found out to be labourers it necessarily makes difficulties for the next man, who comes with that same official's papers.

Pading-fu is having a large riot-mill put up by the Peking Army authorities in the East Square, which will run by steam power, and turn out 15,000 pounds of flour a day. The plant is large and solidly constructed.

There has been a very severe hail-storm near here recently, which destroyed all of the crops of the regions, and eight men were reported killed, and thirty-five mules, and various other animals.

The Manchou army located here, consisting of some 6,000 troops, has increased its corps of instructors to six, all of whom are Japanese.—*Shanghai Times*.

AN OUTCOME OF THE FARNHAM BOYD SQUABBLE.

The N.C. Daily News learns that Mr. J. Johnston has instructed his legal adviser to take proceedings against Mr. J. Johnston for the language used by him at the recent meeting of S.C. Farnham, Boyd and Co., Ltd.

The same journal further understands that the interjection "Rats" addressed to the chairman at the same meeting, did not emanate from Mr. J. Johnston, but from a shareholder who was sitting near him.

REVIEWS.

Little Wife Hater, by L. T. MEADE. London: John Long, 18 and 14 North St., Haymarket. Mrs. Meade always maintains the same excellent standard of story, and this account of the crimes of a "neurotic" doctor, the sufferings and heroisms of nice people whose path is crossed, with its mystery and happy ending, will maintain her popularity with her wide circle of admirers. Unimportant little flaws like "Trains wait for no man" and "wearing away like the woman in 'The Land of the Lost'" hardly count; but there is less consistency in her workmanship when on page 161 the condemned husband is told that his son has married, a fact which he knew on page 144. Popular writers are tempted to slovenly work which should not be allowed. Mrs. Meade has a reputation to maintain.

Geography of China and the World, with coloured maps, by the Christian Literature Society, 9 Duke St., A. Delphi, London, and the S.D.C.G.K., Shanghai.

This geography is a great improvement on the elementary text books of a few years ago. Some of the maps are, perhaps, just a little too highly coloured, with too much matter for clearness, but the reading matter, in selection and arrangement, is beyond praise. The most difficult should be interesting, his attention chained, and his mind set to work, by information as attractively presented; and he would be a clever adult who would be unable to learn at least something new from this book. It places the information suffers by over condensation; as when the "enormous" of China are treated (page 76).

"The Chinese for the most part live in houses built of mud bricks dried in the sun, or of clay bricks burnt in kilns. The staple article of food is rice, which the people eat with chopsticks. The men of all ranks wear queues and dress in suits of hempen or grass cloth, or of silk, with long or short coats according to station and occupation. The dress of the women is neat and chaste. The trades are protected by guilds. Shrines and temples abound. Prior to the introduction of steamships and railways, travellers by land made their journeys either on foot, or by cart or wheelbarrow in the north, or sedan chair in the south. There are, however, such magnificent waterways in China, that since the dawn of history men have travelled from town to town and from province to province by boats varying in size and shape from the tiny dug-out or sampan, to the three-masted junk."

Now, if that be meant for scholars in Shanghai there is too much, and the youngsters will be "given furiously to think" about the Chinaman's "neat and chaste" trousers. If the book is meant for scholars in England, there is far too little. It doesn't say what chopsticks are; it is absolutely vague as to costume; the sentence about the protecting influence of trade guilds would convey no meaning to anyone who didn't already know; "cart or wheelbarrow" would be sure to give an English scholar wrong ideas; and a sampan is not necessarily a dug-out. We should be surprised to learn that "dug-outs" are at all common in any part of China. But on the whole, as we have said, it is an admirable lesson book, and one that would have opened the eyes of the pedagogues of a dozen or twenty years ago.

Captain Balaban of the "Cormorant", by M. RILEY ROBERTS. London: T. Fisher, Unwin, Paternoster Square.

Mr. W. W. Jacobs, and even Kipling and Conrad, will have to look to their laurels. Here are half a dozen stories of the real sea, of real men and women, of quite possible happenings that are yet passing strange, exciting, or intensely amusing. The first tells of a foreman hand raised to wealth and as suddenly cast down, and the strange effect it had on his conduct and friends. The second is Kipling's in vigour and interest, and gives the tenderest or griffin's fine insight into the things that go to make a real man. The third, the title story, is amusing but by no means the best. "Jack-all-alone" is a masterpiece of tragedy, and without reprinting the whole tale, it is impossible to suggest its effect upon the reader. Our warmest recommendations go with these stirring and powerful tales, which are none the worse for having high literary quality.

THE MISSIONARY QUESTION.

The *China Times* says:—"Much as we personally approve of the action of the Chinese government and Provincial authorities in preventing the threatened arrival of Japanese priests at the Peking and other concessions, we must admit that the decision is not logical; and, if the special treaty with Japan is drawn up on the same lines as those between China and the other Powers, we believe that there is a clause which specially permits such missionary efforts and guarantees the protection of the government to the proselytizers, of whatever sect or creed. If this be so, and we have every reason to believe that this view is correct, all that the Chinese government will be able to do, if the Japanese government insist upon breaking up these missionaries—is to hold strict examination into the credentials of these would be missionaries and take every precaution that no secret service agents are allowed to permeate the country in this guise; and that no political propaganda whatever are disseminated through their agency. At the end of this war, if China is wise, she will endeavour to have all the concessions connected with missionary efforts in the interior, of every kind, after to be dominated with the exception of purely medical missions, or educational missions at the Treaty ports only. We have advocated these views for years past, not only here but in the other continents; and we feel sure that in this limiting Missionary effort, the only way will be found to prevent, or at any rate minimise, much future trouble."

LATEST STEAMER MOVEMENT.

The O.S.S. & C.M. str. *Omia* left Shanghai on Saturday last noon, and is due here this morning.

TIPLERS AND MODERATE DRINKERS.

What Mr. W. C. Sullivan calls "industrial drinking" in his thoughtful *Economic Review* article is what the plain man might be pardoned for terming "industrial" drinking, and what the man at the street corner would certainly describe as steady "boozing." It may be here defined as "frequent drinking in working hours."

The occasional overnight "drunk and disorderly" is a nuisance to peaceful citizens, but the tippler, who has been a tippler in his life, is a menace to the State and to the race. One is usually, the other—in the broadest sense—immoral.

The graver evils that are wrought by alcohol which, indeed, give to the drink question the importance of a social problem, do not depend on drunkenness, but on chronic intoxication; and their connection is not with the convivial abuse of alcohol, but with the conditions of modern life in its vast, greater importance, with its social and industrial conditions, by excessive or repugnant work, by bad or insufficient or unwholesome food, and so forth.

It is this industrial drinking—and hardly ever more convivial excess—which is the real source of drunkenness, and, through it, of alcoholic crime, suicide, and moral degeneration. To bring home the truth of this seemingly paradoxical opposition between drunkenness and alcoholism, Mr. Sullivan artfully compares the two. He arranges the English counties (with North and South Wales) in the order of their addition to drunkenness, and finds that the list is headed by the chief mining districts—Durham, Northumberland, and South Wales.

They form a group apart with annual rates for drunkenness in excess of those found in the other counties. But if we look at the place of these districts in the list of alcoholism, the result is entirely different. Durham—a long way the most drunken county in England—has an alcoholism death-rate which ranks it with the sober agricultural districts; while South Wales, third highest in the list of drunkenness, is the lowest but three in the list of alcoholism.

The plain inference to be drawn from this is that alcoholism and drunkenness—quite different phenomena. So much so, in fact, that the maximum of overnight "drunk" in a county may go with comparative freedom from the tragedy of alcoholism proper. The methods of many employers of labour are almost inevitable to industrial alcoholism.

These methods not only multiply the opportunities for drinking, but they also destroy much of the restraining influences due to want of ready cash. For the factory and the privileged beer-seller run none of the risks that the ordinary publican incurs when he gives credit. In the case of the latter the workman's debt for beer is simply settled when he receives his pay at the end of the week; and the interests of the official publicans are usually protected either by an unwritten law of the firm, that the drink bill has the first claim on the wages, or by some special arrangement which secures the same end.

Thus in London it is sometimes the practice for the publican to issue brass-tokens stamped with different values from one penny to three-pence.

These he hands over to the foreman of the "tied" factory, giving him a small commission on the affair; the foreman gives them out to the men on demand as an advance on wages, and the publican honours them in liquor according to their face-value.

DEATH OF THE REV. F. AUGUSTIN COLOMBEL, S.J.

37 YEARS A MISSIONARY IN CHINA.

The Kiangnan Catholic Mission has experienced a heavy loss in the demise of the Rev. Father Augustin Colombel, S.J., who expired on June 24th at 9.30 a.m., at St. Joseph's Church, French Town, Shanghai. The venerable missionary was born in Paris, August 1st, 1833, and after having completed his classical studies at Brunelette, joined the Society of Jesus at the early age of 18 years. He arrived in China January 7th, 1869, and laboured there with much fruit during the long period of 37 years. At the time of his death, he was aged 72 years and ten months. The Rev. Father Colombel will be ever remembered in the Kiangnan Mission as the pioneer founder of the Siewan Observatory (1873), nowadays so famous throughout the Far East. His love of science decided his superiors to appoint him more than one professor of physics and mathematics, and his brilliant handling of these subjects is still remembered by many of his former pupils. An assiduous traveller, he travelled extensively and laboured in turn at Nanking, Tientsin, Tsingtau, and Haimen. His last stage was at St. Joseph's Church, French Town, where he arrived in 1899, being then aged 66 years. Since that time, that is during 16 years till his demise, he was engaged in the general ministry of the Church; he preached regularly and always in French, visited the sick and dying, consoled and encouraged all those who approached him and needed his ministrations. In his free moments he was a copious writer and numerous are the letters and articles which he wrote home on the history and civilisation of China, the labours and sufferings of his fellow missionaries, and the progress of the Kiangnan Mission, which was ever to him, and of his life, a valuable history in manuscript. The good Father had endeared himself to everybody in the Settlement, wherever he was known, by his unflinching kindness and affability and above all by his devotedness to his missionary duties.—*N.C. Daily News*.

A SINGULAR REPORT.

Mr. John D. Rockefeller, supposed to be the richest man in the world, is credited with a novel design for the consolidation of the churches of the United States on the model of the Standard Oil Trust. It is not yet certain that the report is not a hoax, but supposing it to be true—and Mr. Rockefeller is known as a devout church-goer and giver—some very interesting questions will arise. It is all very well for a man to say that he is going to consolidate the churches, but what is the end to be achieved? If the Standard Oil Trust was built up? Suppose a certain church refused to come into the combine, would Mr. Rockefeller proceed to "smash it by setting up an attractive opposition church next door, regardless of expense? And if such methods were adopted, what would be the net gain to Christianity? It is certain, indeed, that any such gain would result from American business men in Christianity even without all the methods of the Standard Oil Trust being adopted?

S. C. FARNHAM BOYD & CO.

Mr. F. Anderson was not present at Farnham Boyd's recent meeting, but he makes the following comment in the Press.

"The value of the 'definite offer' which was submitted to the shareholders depended upon whether there were reasonable grounds for believing that the sixteen £1 shares in the Company would be worth par after flotation; it is obvious that the value of these £1 shares depended entirely upon an agreement as to the limitation of a further issue of ordinary preference shares or of debentures, and the terms upon which such issue would be permissible."

It is clear that without an agreement in this sense the purchasing syndicate might have rendered the new £1 shares of little or no value. Before taking the responsibility of submitting the scheme to the shareholders the Directors ought to have ascertained this elementary point, or to have made it plain that they had not done so. They apparently took neither course; the Chairman stated that after months of negotiation it seemed to the Directors that the final offers left very little room, if any, for a return on the original shares.

It was the precipitate action of the Board in submitting a crude scheme which was adversely criticised, and not the general management of the Company, which has given a return to the shareholders for many years of which the Directors may be proud.

In the future, further questions of a technical character affecting the Company's welfare may arise; changes in the management are inevitable sooner or later; at present the Board of Directors have practically the power of electing their successors; under these circumstances it is surely worthy of consideration whether it is in the best interests of the Company this arrangement should be permanent, even after the retirement of the men who have made the Company; or whether the basis of representation on the Board should not be extended. In any case there seems to be no reason why the suggestion should be looked upon as hostile to the present Directors."

A COMPLACENT SUMMARY.

THE RUSSIAN AND JAPANESE NAVIES.

A N.C. Daily News telegram dated Tokyo 20th June, says:—"The latest returns published by the Japanese Naval staff show that the original Russian strength, including the Second and Third Baltic Squadrons, was 419,224 tons. It now stands at 62,636 tons, including the vessels that have already left Russian waters. The Russian vessels sunk total 245,232 tons, captured 44,486 tons and disabled 56,810 tons. The original Japanese strength was 274,184 tons. It now stands at 228,159 tons, the total tonnage of vessels sunk being 46,625 tons. The present strength is excluding the Russian prize."

ADMIRAL ROZHDESTVENSKY IN JAPAN.

On June 27th, the Tokyo correspondent of the N.C. Daily News telegraphed as follows:—"Admiral Viscount Ito, Chief of the Naval Command Board, sent Captain Yamashita on the 22nd inst. to Admiral Rozhdestvensky to enquire as to his well-being and express sympathy with him over his wound. Admiral Rozhdestvensky graciously thanked Admiral Ito for the kind words and also for his sympathy and the very kind treatment he had received in hospital."

HANKOW AND BRITISH SHIPPING.

Replying to Lord Muskerry in the House of Lords, Lord Lansdowne said the story, briefly, was this. In the British concession of Hankow there was a small amount of wharfage which was reserved by the country, and he believed the length of it was only sufficient to accommodate four hulks at the most and the same time. There had been a considerable amount of dispute with regard to the conditions under which this wharfage was to be used. The old regulations were, he was bound to say, of a very unsatisfactory character, but new regulations had been drafted by our Minister under which the British Consul-General would be in a position to notify to the municipal council his approval of all applications for wharfage, and that approval would be obligatory upon the council. As an alternative mode of procedure, it was provided that the landowners might also recommend an applicant, but there was an appeal to the Consul-General, whose decision was final, and instructions had been given which would make it perfectly clear that a preference should be given for the use of this very limited amount of accommodation to British shipping. The note he had seemed to be apprehensive that these new rules would be eluded by bogus registrations, under the shelter of which people who were not really British subjects would appear in the guise of British subjects and claim rights accordingly. That point, he thought, had been sufficiently provided for in the instructions, because it had been made perfectly clear that the Consul-General was to give a preference to British steamers and that, in deciding between one applicant and another, he was to have regard to the ownership of the steamer and agency and to decide which applicant most truly represented British interests. In regard to the unsatisfactoriness of the state of things under which we did at present obtain on the coasts of other countries the privileges which we afforded to others, he was afraid that he was unable to give the noble lord much comfort. But he could assure him that, as regards Hankow, we had done all that was possible to secure due regard to our interests.

LAND LETTING.

The letting by public auction of Inland Lot No. 1745 containing 2,520 square feet situated near Shaukiwan, Causeway Bay, for a term of 25 years with the option of renewal for a further term of 25 years, took place at the offices of the Public Works Department yesterday afternoon. There was only one bidder, Mr. Tan Tung Li, who purchased the lot for \$866, being \$20 above the upset price.

THE RUSSIAN RETREAT FROM COREA.

A Tokyo telegram to the N.C. Daily News on June 27th reports that the Russian main force has recrossed the Tumen river from Corea, and is now encamped on the northern heights of Tachung and Yienfang, where they have built pontoon and are constructing semi-permanent defences. The Japanese advanced cavalry was then thirty miles beyond Kuangsoeng.

THE "LONG HING" PHOTO COMPETITION FOR AMATEURS.

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ENTRIES FREE.

CALL OR WRITE FOR PARTICULARS.

LONG. HING & CO.

17, QUEEN'S ROAD CENTRAL, HONGKONG.

"The Little Father."

A STUDY OF THE TEAR.

In the *Poll Magazine*, Mr. Percival Gibson claims to have spoken to many men and women who know the Tear intimately, all of whom, while disagreeing with regard to certain points in his character, agreed as to one thing—his morbid self-consciousness.

A lady, whose connection with the Ministry of the Imperial Court is an intimate one, told me that on one occasion the Tear had passed suddenly while talking with her, and then remarked: "Do you ever feel as though everyone pitied you?"

He answered something or other, and he added: "There are some people in this room who behave as if they thought me mad. Now I am not mad."

There is the clue to the enigma of all the Russians. The Tear's temperament lacks the level calmness characteristic of the noble Russian. At all times nervous, an easy prey to gloom and depression, he runs occasionally to the opposite extreme, the very apex of hysteria.

Officers at Court have seen him weep like a woman, with fits in which his voice trembles to an incoherent wail and finishes with a sob. He peeps always upon the edge of an emotional crisis, and when he affects calm he gives it evidence in a reckless ruthlessness which even De Plevhe could not excel.

The Emperor Nicholas accepts the doctrine of the "divine right of kings" as implicitly as did the wretched James II. of England.

The nature of the Russian constitution imposes it, to begin with. One cannot conceive an autocracy without this mental darkness. To Nicholas, no function of the Government has such importance as that of safeguarding the Imperial Family from the assault of malcontents.

Men like De Plevhe, whose rigour and force have screened the Tear from bomb-throwers, have been exalted to the highest office in the State for no other merit. De Plevhe was a policeman born. He was his spurs as an oppressor of Poles in Warsaw, and was tried then as Chief of Secret Police in St. Petersburg. Here he made his indelible mark. He drew an impenetrable cordon of guards and spies about the Tear, sacrificing his men to this cause alone.

Particulars of attempted outrages on the Tear are strenuously suppressed by the censor, but they have not been few.

Indeed, no year passes but the Anarchists try their luck, and Nicholas has good warrant for his shakiness. Nothing pays so well as to save the Tear. General Kloss, now Governor of Kiev, found a rather clever plot, which involved the making of bombs in a bag on one of the canals, and has since seen reason to congratulate himself.

He was accused of embezzlement on a large scale of money destined for the maintenance of the St. Petersburg fire brigade, but before he could be impeached in form the Tear stepped in and made him Governor of Kiev, a position which enables him to laugh at any attempt to prosecute.

Scared, ineffective, and hysterical—such is the ruler of the Russian Empire. When a cast of his head, made for the purpose of a new coinage, was submitted to a great criminological authority in Paris, who was not told who it was, it was the expert, after a careful examination, pronounced solemnly: "This is the head of a melancholy man."

The real Tear is better illustrated by another story, which was given to me as true. An official approached him with papers to be signed, and found him hanging dreamily in his room. "Your Majesty," began the official. "I am not your Majesty," replied the Tear. "I am tired!"

CHINESE AND EXCLUSION LAWS.

An American report, dated May 24th, said: Edwin Conger, former Minister to China, is visiting his daughter and granddaughter at the fort at Lavenworth, Kan. Conger is on his way to his new post in Mexico and will go direct from Lavenworth to the City of Mexico in a short time.

"The talk of the Chinese merchants retreating against the exclusion law by boycotting American-made goods is amusing to me," said Conger this afternoon.

Of course, you know how American politics are run. Well, the Chinese were politicians before America was discovered and they probably know more tricks than their American brethren. While much of this agitation and talk has occurred since I left China, there was some prior to that. At these mass meetings of merchants, as they were called, there was a liberal sprinkling of politicians and possibly one or two merchants had been rung in. The politicians did most of the talking and then the news was spread broadcast that the merchants would boycott American goods.

"I believe that the truth of the matter is that the Chinese merchants have no idea of boycotting American goods. They are in business to make money, and if American goods are demanded, American goods will be handled. There is a great difference between the merchants of China and the coolies, and it is the coolies that are affected most by this exclusion law. These merchants are not hithering their hands about it, for the coolies are beneath their attention."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 2nd at 5.55 p.m. Orders issued to hoist Black Cone point upwards and Black Drum.

The typhoon has entered the coast between Amoy and Swatow.

On the 3rd at 4.45 a.m. Orders issued to lower the Black Drum and Cone.

At 11.5 a.m. The barometer has fallen over the E. coast of China, and risen at the Formosa Channel station and in Hongkong.

The typhoon which has probably filled up considerably, is to the N.W. of Foochow and moving Northwards.

Pressure, however, remains in considerable defect over the N. part of the China Sea and surrounding coast.

Forecast:—Variable winds, light or moderate, fair.



CLARETS.

	1 doz.	2 doz.	4 doz.
VIN ORDINAIRE	\$4.75	\$5.75	\$8.75
COTE	5.25	6.25	9.25
MEDOC	5.75	6.75	9.75
ST. EMILION	6.75	7.75	10.75
MARGAUX	7.00	8.00	11.00
ST. JULIEN	8.00	9.00	12.00
ST. ESTEPHE	10.50	11.50	14.50
Cos St. MICHEL	12.50	1.50	16.50
CH. LEOVILLE	13.00	14.00	17.00
CH. LAROSE	13.00	14.00	17.00

AMERICAN.

CALIFORNIA	\$4.75	\$5.75	\$8.75
ZINFANDEL	5.75	6.75	9.75

SPANISH.

VALDEPENAS	\$4.75	\$5.75	\$8.75
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H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

ROBINSON PIANO Co., LD.

THE PUBLIC MAY RELY
IMPLICITLY ON GETTING
FROM USPIANOS
OF THE
HIGHEST CLASS.EMBODYING THE VERY BEST
MUSICAL AND WEARING
QUALITIESAT
MODERATE
PRICESOUR CLIENTS HAVE THE
ADVANTAGE OF OUR
30 YEARS' EXPERIENCE ASEXPERTS
DEVOTED
EXCLUSIVELY

TO THE PIANO TRADE.

WE ARE BY FAR THE
LARGEST
IMPORTERSAND
MANUFACTURERS
IN CHINA, AND STOCK THE
GREATEST VARIETY OF

MAKES.

Hongkong, 9th June, 1905.

Dr. NEWELL WILSON,
DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examination.

Office hours 9 a.m. to 5 p.m.

No. 2, PEDDER STREET (next to the

General Post Office and opposite to the side

entrance to the Hongkong Hotel)

Hongkong, 5th 1905.

NOTICE.
Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, Daily Press, only, and special business matters to the Editor.
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Press, Codes: A.B.C., 5th St.
P.O. Box, 33. Telephone No 12

NEW ADVERTISEMENTS

TUITION.

LESSONS given in English.
Apply—
P. O. BOX 335.
Care of Daily Press Office.
Hongkong, 4th July, 1905. [1594]

TO LET.

49, POTTINGER STREET.
Apply to—
ARRATON V. APCAR & CO.
45, Wyndham Street.
Hongkong, 4th July, 1905. [1595]

NOTICE.

TYPEWRITERS CLEANED AND RE-PAIRED by a First-class Mechanic.
Apply—
T. C. SWABY.
4, Queen's Road Central.
Hongkong, 4th July, 1905. [1596]

NOTICE.

HAVING resigned my position in the Pacific Mail S.S. Co.'s Office in this Colony, I beg to inform the Public that I have established myself as FREIGHT AND GENERAL BROKER under the style of ROZA PEREIRA & SONS.
A. M. ROZA PEREIRA.
No. 1, Duddell Street.
Hongkong, 4th July, 1905. [1597]

JUST UNPACKED.

A CONSIGNMENT of the well known PLASMO DISCUTTS, they contain 20 per cent. of PLASMO and are more easily digested and afford greater nourishment and sustenance than any other. PLASMO raises the actual flesh forming value of food to a high and trustworthy degree. They are made in four varieties:—
SWEET, PLAIN (unsweetened), WHOLE-MEAL, and CEREAL.
H. RUTTONJEE.
Hongkong and Kowloon.
Hongkong, 4th July, 1905. [1598]

THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that CHAU WAISING of No. 3, Bonham Street East, Victoria, in the Colony of Hongkong, carrying on business under the style of CHAU WING LAM, Tobacco Manufacturers, has on the 15th day of June, 1905, applied for the registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:—



In the name of the said CHAU WAISING who claims to be the sole proprietor thereof. The Trade Mark has been used by the Applicant in respect of Tobacco in Class 45. A Facsimile of such TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong.

E. A. HARDING,
19, Queen's Road Central,
Hongkong,
Solicitor for Applicant.
Dated the 28th day of June, 1905. [1599]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FUOCHOW.

THE Company's Chartered Steamship

"EMMA LUYKEN."
Captain Martens, will be despatched for the above ports TO-MORROW, the 5th inst., at 11 A.M.
For Freight or Passage, apply to—
DOUGLAS LARPAK & CO.,
General Managers.
Hongkong, 4th July, 1905. [1600]

THE COMPANY'S STEAMSHIP

"NIPPON."

Captain Seich, will be despatched as above TO-MORROW, the 5th inst., P.M.
This steamer has accommodation for passengers, electric light and carries a doctor.
For information as to Passage and Freight, apply to—
SANDER, WHEELER & CO.,
Agents,
Princes' Buildings.
Hongkong, 4th July, 1905. [1601]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PALAMCOTTA."
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, the 4th inst., will be landed at Consignees' risk and expense. No Fire Insurance will be effected.
Bills of Lading will be countersigned by—
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 3rd July, 1905. [1593]

NEW ADVERTISEMENT

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 4th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

DAVID SASSON & CO., LD.
Agents.
Hongkong, 3rd July, 1905. [1601]

INTIMATIONS.

CLEARANCE SALE.

IN ORDER TO MAKE ROOM FOR NEW GOODS.

MADAME JAY'S.

No. 4, Des Vaux Road,
with near
Reduced Prices, from
MONDAY, the 3rd July.
Hongkong, 3rd July, 1905. [1585]

RECEIVED BY THE "TOURANE."

MADAME JAY'S.

No. 4, Des Vaux Road, the following Goods from Paris:

MORNING, AFTERNOON, and EVENING GOWNS; exquisite styles and material.

LINEN MORNING GOWNS, ranging in Prices from \$5 to \$100.

PARIS GOWNS of the latest cut.

BEAUTIFUL SUNRAY PLEATED SKIRTS, and BLOUSES, of Mull and Lace, for the Warm Season.

PARISIAN SAILOR HATS, trimmed and untrimmed, the latest Styles and Dots.

AFTERNOON GOWNS, made up in Mull and Lace, in the latest Styles.

Hongkong, 3rd July, 1905. [1586]

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to subscribe for the next RACES will oblige by at once sending in their names to the undersigned.

T. F. LOUGH,
Clerk of the Course.
Hongkong, 1st July, 1905. [1575]

COPYING AND TRANSLATION.

COPPER-PLATE-LIKE or Print-like Copying done on parchment, paper and cloth. Ornamental Calligraphy neatly executed (any size). Manuscript Music a specialty (facsimile) with extra copies if desired. Transposing same at reasonable time. Translations made of documents from English, French, Spanish and Portuguese and vice versa. Manuscript Programmes, Menus, Price Lists, &c., done at short notice in tasteful designs. Tracing Plans, colouring, &c., &c. Bottle Labels, Sign Boards, &c., executed with neatness. Accounts, Codes, &c., correctly copied. Official and legal documents engrossed and docketed with precision. A trial is solicited.

Apply to—
"ANDREW"
(Care of Daily Press Office)
Hongkong, 23rd June, 1905. [1540]

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF THE COMPANIES' ORDINANCES, 1865.

IN THE MATTER OF THE SAM YEE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the Court has appointed TUESDAY, the 4th day of July, 1905, at 10.30 o'clock in the forenoon, at the Supreme Court House, Victoria, in the Colony of Hongkong, to settle the list of contributories of the above named Company, made out by me, pursuant to the Companies' Ordinance 1865 and the rules thereunder.

J. W. LEE JONES,
Official Liquidator.
Dated the 23rd day of June, 1905. [1514]

ROBERT CRAWFORD'S

C. C. C. WHISKY.

Price \$10 Per Dozen.

Sole Agent—
KWAN TYP.
116, Queen's Road Central.
Hongkong, 13th April, 1905. [1569]

THE DIRECTORY AND CHRONICLE FOR 1905

Complete Edition \$10.00

Small 6.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

NOTICE.

GEO. FENWICK & CO., LD.

ENGINEERS AND SHIPBUILDERS

THIS Old Established Firm especially Caters for Ship and Engine Repairing. The Works may be reached in 10 minutes from Blakes Pier by Ricksha or Electric Tram.

Launches will call alongside vessels in the harbour lying the Call flag B.

Telephone 142.
Hongkong, 2nd January, 1905. [133]

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, FROM DECEMBER, 1904, WITH INDEX. Price \$7.50.

On sale at the Hongkong Daily Press Office
Hongkong 25th February, 1905.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction

TO-DAY (TUESDAY),

the 4th day of JULY, 1905, at 12 o'clock Noon, at the Hongkong and Kowloon Wharf and Godown Company's Godown No. 39 at Kowloon.

(FOR ACCOUNT OF THE CONSIGNEE),
The following FANCY COIR MATTING,
Marked

Houam 147 Coils.
753
H.M. 336

TERMS OF SALE—As Customary.
V. I. REMEDIOS,
Auctioneer.

Hongkong, 1st July, 1905. [1579]

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have received instructions to sell by Public Auction

On FRIDAY, the 21st day of JULY, 1905, at 3 P.M., at their

SALES ROOMS, the following

VALUABLE LEASEHOLD PROPERTY situate at MOUNT KELLET in the Colony of Hongkong, viz:—

1. All that piece or parcel of ground being portion of the piece or parcel of ground situate at Mount Kellett aforesaid registered in the Land Office as Rural Building Lot No. 76 abutting on the North Side thereof on a portion of the said Rural Building Lot No. 76 described on the Sale Plan thereof as Lot No. 2 and measuring thereon 330 feet or thereabouts on the South side of the Crown Land and measuring thereon 398 feet or thereabouts on the East side thereof on Mount Kellett Road and measuring thereon 163 feet or thereabouts on the West side thereof on Crown Land and measuring thereon 161 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as LOT No. 1 and contains an area of 56700 square feet or thereabouts Apportioned Annual Crown Rent \$18.50.

2. All that piece or parcel of ground being another portion of the said Rural Building Lot No. 76 abutting on North side thereof partly on a portion of the said Rural Building Lot No. 76 and partly Crown Land and measuring thereon 240 feet or thereabouts on the South side thereof on other portion of the said Rural Building Lot No. 76 described on the said Sale plan as Lot No. 1 and measuring thereon 330 feet or thereabouts on the East side thereof on Mount Kellett Road and measuring thereon 189 feet or thereabouts on the West side thereof on Crown Land and measuring thereon 218 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as LOT No. 2 and contains an area of 56700 square feet or thereabouts. Apportioned Annual Crown Rent \$18.50.

The above two pieces or parcels of ground are held from the Crown for the residue of a term of seventy-five years from the 6th day of March, 1876, created by a Crown Lease of the whole of the said Rural Building Lot No. 76 dated the 3rd day of June 1892.

A Sale plan of the said property can be inspected at the Office of Messrs. JOHNSON, STOKES and MASTER and at the Auctioneers' Office.

For further particulars and conditions of Sale apply to Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Vendors.

Memrs. HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 22nd June, 1905. [1502]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 75.

Iron, Wooden and Taishak Barriers, widening of Channels through.

NOTICE IS HEREBY GIVEN that the Channels through the Iron and Wooden Barriers in Collinson Reach and Taishak Barrier in Blenheim Passage, have been widened and deepened as follows:—

IRON BARRIER, 420 feet of the Central Section of its Northern and have been removed, leaving a passage of 570 feet in width, with a depth of 16 feet at low water of Spring Tides.

WOODEN (OR BRIDGE) BARRIER. The entire barrier has been removed and all obstructions cleared to a depth of 16 feet at low water of Spring Tides.

TAISHAK BARRIER. The passage through this barrier has been widened to 400 feet with a depth at low water of Spring Tides of 12 feet on its Northern side, gradually decreasing to 10 feet on its Southern side. The Northern side of the Channel is marked by two buoys each bearing a Red flag and showing a Red Light by Night; and the Southern side by a Black Conical buoy surmounted by a Green Light at Night.

J. HOWELL MAY,
Harbour Master.

Approved,
F. J. MAYERS,
Acting Commissioner of Customs.
Custom House,
Canton, 1st July, 1905. [1587]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 74.

Removal work at the CAMBRIDGE BEACH BARRIER, precautions to be observed.

NOTICE IS HEREBY GIVEN that the dredger Canton River has commenced work on the Northern side of the steamer passage through the CAMBRIDGE BEACH BARRIER.

Vessels approaching the Barrier should keep a careful look out for signals and slow down at a sufficient distance to prevent their wash reaching the boat at work, and proceed deep slow until well past.

On no account must a vessel pass on the Northern side of the dredger.

When a Red flag is hoisted on a boat of any description it indicates that high explosives are on board.

When two Black Spheres are hoisted in the vicinity of the Barrier it indicates that danger would be caused to life and property by the wash of steamers.

If owing to any reason, it is unsafe for a vessel to pass the Cambridge Beach Barrier, a Red Triangular Shape, 6 feet in height, will be hoisted on the North Beacon.

A vessel seeing this signal hoisted should on no account attempt to pass.

J. HOWELL MAY,
Harbour Master.

Approved,
F. J. MAYERS,
Acting Commissioner of Customs.
Canton, 27th June, 1905. [1551]

PUBLIC COMPANIES

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE.

SHAREHOLDERS are reminded that the

FINAL CALL of \$10 per share on the new issue of Capital is due on the 30th June, 1905.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 27th June, 1905. [1525]

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the COMPANY'S OFFICES, at George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, the 8th day of July, 1905, at 11.30 in the forenoon, when the

subjoined Resolution which was passed at a Meeting held on 21st June, 1905, will be submitted for confirmation as a Special Resolution.

RESOLUTION:
"That the Capital of the Company be increased to \$500,000 by the creation of 20,000 new shares of \$10.00 each."

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 21st June, 1905. [1501]

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the

SIXTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICES, at George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, the 15th day of July, at 12.30 P.M., for the purpose of presenting the report of the Directors, together with a statement of accounts to 30th April, 1905, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 15th July, both days inclusive.

By Order of the Board of Directors.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 23rd June, 1905. [1542]

NOTICES OF FIRMS

NOTICE.

MY interest and responsibility in the firm of H. PRICE & CO., Wine and Spirit Merchants, ceased on the 30th April.

HERBERT PRICE.
Hongkong, 1st July, 1905. [1573]

NOTICE.

WE beg to notify the Public that the

firm of H. PRICE & CO., Wine and Spirit Merchants, 12 Queen's Road, will be carried on in the same place and manner by the new Proprietors.

H. PRICE & CO.,
Wine and Spirit Merchants,
12 Queen's Road, Central.
Hongkong, 1st July, 1905. [1573]

NOTICE.

I HAVE THIS DAY admitted Mr. HELLMUT SCHUMACHER as a Partner into my firm.

FRED. BORNEMANN.
Hongkong, 1st July, 1905. [1574]

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"
27, CAINE ROAD.
Hongkong, 19th March, 1904. [761]

FIRST-CLASS BOARD & RESIDENCE AT "BRAESIDE"

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well

Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate.

Apply to—Mrs. F. W. WATTS,
(late of "Tang Yuen").
Hongkong, 27th June, 1905. [1535]

TO LET.

FURNISHED ROOM with Board in Private Family.

Apply—
J. D.
Care of Daily Press Office.
Hongkong, 22nd June, 1905. [1498]

TO LET.

BOARD AND RESIDENCE with Private Family. Good locality. Hongkong.

Tennis Court.

Apply—
Care of Daily Press Office.
Hongkong, 24th June, 1905. [1510]

TO LET.

A LARGE FURNISHED ROOM (Bathroom) with Board for a Lady, or Married Couple preferred, in an English Family.

Apply to—
Care of Daily Press Office.
Hongkong, 23rd June, 1905. [1549]

PENSION FRANCAISE AND RESTAURANT.

89, POTTINGER STREET.
TENUE PAR MME. I. GUIOU.

FIRST-CLASS COOKING by a FRENCH COOK. Terms: \$3.50 per day.

Reduced Terms for an Extended Stay.
Hongkong, 13th January, 1905. [100]

TO LET.

A SPACIOUS APARTMENT, suitable for Office, on the 2nd Floor above TAK CHEONG, Tailor.

(Apply to—)
TAK CHEONG,
No. 50 & 52, Queen's Road Central.
Hongkong, 30th June, 1905. [155]

TO LET.

GODOWN No. 5, NEW PRAYA, Kennedy Town.

Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th June, 1905. [1539]

TO LET

TO LET.

NO. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS; PRATA EAST.

A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 29th June, 1905. [81]

TO LET.

THE GROUND FLOOR of premises at present occupied by KELLY & WALSH, LD.

Apply—
KELLY & WALSH, LD.

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND SUMATRA PORTS.

EUROPEAN SERVICE. OUTWARDS.

FROM	STEAMERS	DOE
GLASGOW and LIVERPOOL...	"STENTOR"	On 5th July.
GLASGOW and LIVERPOOL...	"PATROCLUS"	On 14th July.
GLASGOW and LIVERPOOL...	"KEEMUN"	On 18th July.
GLASGOW and LIVERPOOL...	"PAKLING"	On 28th July.
GLASGOW and LIVERPOOL...	"ACHILLES"	On 3rd August.
GLASGOW and LIVERPOOL...	"ANTENOR"	On 4th August.
GLASGOW and LIVERPOOL...	"MACHAON"	On 5th August.
GLASGOW and LIVERPOOL...	"ULYSSES"	On 9th August.
GLASGOW and LIVERPOOL...	"ODPACK"	On 9th August.

HOMEWARDS.

FROM	STEAMERS	DOE
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 9th July.
LONDON, AMSTERDAM and ANTWERP	"HYSON"	On 18th July.
GENOA, MARSEILLES and LIVERPOOL	"TELEMACHUS"	On 20th July.
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 1st August.
LONDON, AMSTERDAM and ANTWERP	"IDOMENEUS"	On 15th August.
GENOA, MARSEILLES and LIVERPOOL	"STENTOR"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"PAKLING"	On 28th August.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FROM	STEAMERS	DOE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"KEEMUN"	On 17th July.
	"MACHAON"	On 7th August.

WESTWARD.

FROM	STEAMERS	DOE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"OANPA"	On 4th July.
	"TELEMACHUS"	On 15th July.

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [9-10]

Hongkong, 30th June, 1905.

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
SHANGHAI	"YOCHOW"	On 5th July.
MANILA	"TAMING"	On 8th July.
SHANGHAI	"SHAOHSING"	On 8th July.
CEBU and LOILO	"SUNGKIANG"	On 8th July.
MANILA, ZAMBOANGA, PORT DAWARIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 10th July.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light, Unrivalled Table. A daily qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 3rd July, 1905.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE MEDITERRANEAN, BLACK SEA AND BALTIC PORTS, AND
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES
DARFSTADT	THURSDAY 6th July
SALESEN	WEDNESDAY 19th July
SCHARNHORST	WEDNESDAY 2nd August
PRINZ HEINRICH	WEDNESDAY 16th August
PRINZ BERTHOLD	WEDNESDAY 30th August
PREUSSEN	WEDNESDAY 13th September
ROON	WEDNESDAY 27th September
RAYEN	WEDNESDAY 11th October
GNIESNAU	WEDNESDAY 25th October
PRINZESS ALICE	WEDNESDAY 8th November
SACHSEN	WEDNESDAY 22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY 6th December
PRINZ HEINRICH	WEDNESDAY 20th December

ON THURSDAY, the 6th day of JULY, 1905, at NOON, the Steamship
"DARFSTADT," Captain G. Bolte, with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 4th July. Cargo and
Specie will be received on Board until 5 P.M., on WEDNESDAY, the 5th July, and Parcels will
be received at the Agency's Office until NOON, on WEDNESDAY, the 5th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Lines can be reached on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS. [5]

Hongkong, 3rd July, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO SHANGHAI INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
OPERATING IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
"NICOMEDIA"	4,370	Wagner	July 7th, 1905.
"NUMANTIA"	4,370	Bremer	July 18th, 1905.
"ARABIA"	4,483	Melchert	August 6th, 1905.
"ARAGONIA"	5,198	Schmidt	August 20th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, GENERAL AGENT. [13]

Hongkong, 26th June, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
"TARTAR" 4,435 Tons Com. W. Davidson, R.N.R. WEDNESDAY, 5th July.
"EMPEROR OF JAPAN" 6,000 Tons Com. H. Pybus, R.N.R. WEDNESDAY, 12th July.
"EMPEROR OF CHINA" 6,000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 2nd Aug.
"ATHENIAN" 8,882 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 9th Aug.
"EMPEROR OF INDIA" 6,000 Tons Com. E. Beetham, R.N.R. WEDNESDAY, 23rd Aug.
Hongkong to London, 1st Class on Steamship, via St. Lawrence 200, via New York 202
Intermediate on Steamship, .. 240, .. 242
and 1st Class Rail

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP passing through the
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to
VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at
Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points AND AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
11, ... Street.

[4]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"WINGSANG"	Wednesday, 5th July, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Wednesday, 5th July, 3 P.M.
SHANGHAI	"AMARA"	Friday, 7th July, 3 P.M.
MANILA	"YUENSANG"	Friday, 7th July, 4 P.M.
SINGAPORE, SOERABAYA and SAMARANG	"ONSANG"	Saturday, 8th July, 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS. [18]

Hongkong, 4th July, 1905.

VESSELS ON THE BERTH.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGA- PORE AND PENANG.

Having connection with Company's Mail Steam-
ers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN and GENOA,
also VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to CALCUTTA.

† Taking Cargo at through rates to PERSIAN
GULF and BAGDAD, also BARCELONA,
VALENZA, ALICANTE, ALMERIA and
MALAGA.)

THE Steamship

"ISCHIA."

Captain Cogliolo, will be despatched as above
on TUESDAY, the 11th inst., at NOON.

At Bombay the Steamer is discharging in
Victoria Dock.

For further particulars regarding Freight
and Passage, apply to

CARLOWITZ & CO.,
Agents. [4]

Hongkong, 3rd July, 1905.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR
COAST.)

THE Steamship

"KENNEBEC."

will be despatched on or about the 20th July.
to be followed by the Steamship

"BREIZ-IZEL,"

about the middle of August.

For Freight and further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department,
4, Des Vaux Road, Central.

Hongkong, 26th June, 1905. [118]

SHIPPING IN PORT.

STEAMERS.

ALDERSHOT, British str., 1,374, Adam, 24th
July.—Chinking 20th June, General.—
Dodwell & Co.

ALBIA, German str., 5,167, F. Sachs, 30th
June.—Hamburg and Singapore 24th June,
General.—Hamburg-Amerika Linie.

ANARA, British str., 1,566, C. J. Matlock, 24th
June.—Chinking 20th June, General.—
Jardine, Matheson & Co.

CARL DIEBICHSEN, German str., 774, H.
Schallier, 27th June.—Haplog 25th
June, General.—Jensen & Co.

DAITA MARY, Japanese str., 1,732, J. Yoko-
yama, 29th June.—Moji 24th June, Coal.
—Mitsui Bussan Kaisha.

DRUPAR, Norwegian str., 1,102, Jens Bing,
17th June.—Hamburg 1st May, General.
—Aagaard, Thoresen & Co.

ECCLESIA, British str., 2,385, Dornand, 21st
June.—Hamburg 5th May, Cement.—
Melchers & Co.

EDMONT CASTLE, British str., 1,834, J.
Moodie, 3th June.—Calcutta 11th June,
Coals.—Bradley & Co.

EMMA LUTHER, German str., 1,140, H. Martens,
1st July.—Swatow 30th June, General.—
Douglas Laiprak & Co.

ERNA, German str., 1,896, M. Toppel, 22nd
June.—Singapore 16th June, Ballast.—
Jensen & Co.

FRATROF, Norwegian str., 891, H. A. Haraldsen,
30th June.—Tamsui via Amoy and Swatow
25th June, General.—Onaka Shoen Kaisha.

GERMANIA, German str., 1,718, J. Petersen,
11th June.—Chinking 6th June, Rice.—
Jensen & Co.

GLADSTREY, British str., 1,521, C. Crane, 12th
June.—Moji 6th June, Coal.—Dodwell
& Co.

HEDWIG MENZEL, German steamer, 880, C.
Schonberg, 8th June.—Wuhu 3rd June,
Rice.—Sander, Wieler & Co.

JACOB DIEBICHSEN, German str., 623, B.
Ohlsen, 1st July.—Pakhoi 29th June and
Hollow 30th, General.—Jensen & Co.

JOHANNE, German str., 982, Ipland, 29th
June.—Bangkok 23rd June, Rice.—Jensen
& Co.

KASHING, British str., 1,142, T. W. Pickard,
2nd July.—Cebu 27th June, General.—
Butterfield & Swire.

KRAITZ, British str., 2,291, J. H. Middleton,
29th June.—Barry Dock 2nd May, Coal.—
Dodwell & Co.

KOHSHICHO, German str., 1,392, D. Gosewisch,
1st July.—Bangkok 22nd June, Rice.—
Butterfield & Swire.

KOWLOO, German str., 2,218, H. Stehr, 24th
June.—Chinking 20th June, Rice.—
Siemssen & Co.

KUMSANG, British str., 2,077, E. J. Buller, 25th
June.—Calcutta 16th June, Penang 17th
and Singapore 20th, General.—Jardine,
Matheson & Co.

KWONGANG, British str., 1,427, W. P. Baker,
1st July.—Swatow 30th June, Mail and
General.—Jardine, Matheson & Co.

LOUISE ROCH, British str., 2,296, J. J. Thomp-
son, 29th June.—Newcastle (N.S.W.) 8th
May, Coal.—Order.

MADERINE RICKMERS, German str., 1,438,
Simonsen, 1st July.—Bangkok 21st June,
Rice.—Butterfield & Swire.

NORD, Norwegian str., 730, Georg Haraldsen,
1st July.—Amoy 15th June, General.—
Order.

NORDPOL, Norwegian str., 2,428, Staltz, 23rd
June.—Kelung (Formosa) 21st June,
General.—Shenau, Thomas & Co.

ONSANG, British str., 1,787, J. T. Davies, 25th
June.—Paklongan 24th June, Sugar.—
Jardine, Matheson & Co.

PALAMCOTTA, British str., 3,413, T. P. Babb,
1st July.—Singapore 26th June, General.—
Jardine, Matheson & Co.

PROMISER, Norwegian str., 714, E. Torstensen, 1st
July.—Tamsui via Amoy and Swatow 25th
June, General.—Onaka Shoen Kaisha.

PROFOTO, Norwegian str., 837, Larsen,
29th June.—Swatow 3rd June, Rice.—Aagaard,
Thoresen & Co.

QUINTA, German str., 2,600, Frhm, 27th
June.—Bangkok 21st June, Rice.—Order.

RAJABURI, German str., 1,180, G. Wendig,
1st July.—Bangkok 23rd June and Swatow
30th, Rice.—Butterfield & Swire.

REGINA, British str., 1,251, R. Lieberg, 23rd
June.—Calcutta 7th June, Coal.—Order.

SIBERIA, American str., 4,655, J. T. Smith, 27th
June.—San Francisco 27th May and Shang-
hai 28th June, Mails and General.—P. M.
S. S. Co.

SPRATHWELL, British str., 2,303, Buchanan,
30th June.—Probingo 19th June, Sugar.
—Butterfield & Swire.

TAISHUN, Chinese str., 1,216, Jamieson, 29th
June.—Shanghai 25th June, General.—
Chinese.

TATYAN, British str., 1,459, I. Dawson, 26th
June.—Amoy and Manila 24th June,
General.—Butterfield & Swire.

TALISMAN, Norwegian str., 1,172, S. Petersen,
29th June.—Samarang 20th June, Sugar.
—Chinese.

TAMING, British str., 1,350, Overbridge, 30th
June.—Manila 27th June, General.—
Butterfield & Swire.

TARTAR, British str., 2,768, W. Davidson, R.N.R.,
25th June.—Vancouver 29th May, General.
—C. P. R. Co.

WINGSANG, British str., 1,527, W. Stalker,
27th June.—Shanghai 22nd June and
Swatow 26th, General.—Jardine, Matheson
& Co.

YOHOW, British str., 1,308, J. H. Brown, 25th
June.—Shanghai 22nd June, General.—
Butterfield & Swire.

SAILING SHIPS.

CITY OF BIRMINGHAM, British schooner, 90,
J. Watson, 14th May.—Ormsby 26th Mar.
—Order.

TRAVANCOR, British ship, 1,900, Chamberlin,
8th June.—Jewell from Harbin Bay by tug
Robert Cook.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacriti, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Com. E. M. Harbord, Weihaiwei

Andromeda, cruiser, 12,500 tons, Capt. Nelson

Commaney, en route to Weihaiwei

Arun, torpedo-boat destroyer, 550 tons, Lieut.-
Comdr. R. Henniker Heaton, en route to
Weihaiwei

Astraea, 2nd class cruiser, 4,300 tons, 10 guns,
7,000 h.p., Captain Lionel G. Tufnell,
Shanghai

Donaventure, 2nd class cruiser, 4,300 tons, 10
guns, 7,000 h.p., Capt. H. H. Torless,
Weihaiwei

Osadma, British sloop, 1,070 tons, Capt. H. du
Cane Luard, en route Yangtze

Olio, British sloop, 1,070 tons, Captain H. D.
Wilkin, D.S.O., en route Yangtze

Dee, torpedo boat destroyer, 560 tons, Lieut.-
Comdr. H. E. Sullivan, R.N., Hongkong

Diadem, 1st class cruiser, 11,000 tons, 18,000 h.p.,
Capt. H. W. Savory, en route Hongkong

Erna, torpedo boat destroyer, 550 tons, Lieut.-
Comdr. R. B. Bathur, Weihaiwei

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch.
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, ENGLAND.

